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Hongkong, 25th March, 1907.

NOTICE TO CORRESPONDENTS.

Our communications relating to the news column should be addressed to THE EDITOR, Correspondence with communications addressed to the Editor not for publication but as evidence of good faith. All letters for publication should be written on one side of the paper only. No anonymous signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent to the printer, on day of publication. After the hour the supply is limited. Only supplied for Cash. Telegraphic Address: PANDA, CODES A.B.C. 4th & 5th.

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DEATH.

On the 23rd instant, at Villa Branca, 24 Robinson Road, Dr. FRANCISCO P. SOARES, aged 52 years. Deeply regretted.

HONGKONG OFFICE: 10A, DES VOGES ROAD, C.I.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MARCH 25TH, 1907.

WHAT is the cause of monetary panics? Why should a nation in the course of a few days, without any visible change in its external conditions, find itself practically reduced from wealth to penury? We may couple with these questions another, the reply to which seems equally unsatisfactory. Why should certain regions, as for example the regions about Lake Baikal, in the northern hemisphere, and the Indian Ocean about 30 deg. south, have permanently high barometric pressures; while others, as for instance the extremity of the peninsula of Alaska, should as constantly have low? We may say that meteorology and financial economy have this much in common that both are essentially founded on the basis of circulation, and that for neither have we any concrete values, but that what we have are merely comparative. That the wind bloweth where it listeth is an old and true saying; yet with all our modern science we have scarcely advanced far enough to be able to predict where it will blow six hours hence, and such is our knowledge of meteorology, such is likewise our knowledge of the inner workings of financial movements. Some few days ago the financial world was in its usual condition; commodities were bought and sold, and no one had the slightest suspicion that anything was wrong. There was no apparent alteration in values of any one thing on the market; railways ran as usual, exchanges opened and closed, and everyone seemed

justified in believing that as was to-day, so would likewise be to-morrow, yet in four and twenty hours all this was changed, and this he remarked without the arrival of one piece of advice that a single article of commerce had altered its marketable value, had become a drug, or was in any likelihood of suffering from short supply. No failures above what might be anticipated in the ordinary daily routine of commerce were noted, and the financial barometer stood persistently at set fair. So far as we can see someone suddenly bethought himself that he would screw down a valve and cut off a stream of supply which had been irrigating a section of the country, and certain other people unaware of the reason why the first man had acted so, and without taking time to enquire, at once followed, and commenced to screw down their own sluices. Why they should have done so no one seemed to know, or have any clearer idea of what they were doing than a flock of sheep in a field, who because they have seen one of their number run breathless across a precipice, will immediately follow in headlong confusion. Meanwhile the effects of shutting off the life-giving supply, are seriously felt in the irrigated districts, and thence even spread through the world at large. But do these act any more sensibly? The natural way we might suppose would be for those affected to put their heads together, and try to economise the diminished supply; but this we find is far from being the measure adopted. In case of a shipwreck where the captain does not utterly lose his head at the first shock, his first effort is to introduce some common sense, and show the too frequently panic-stricken passengers how much lies in their own hands, and how, by co-operating, the risk to life and property may be reduced to a minimum, or practically averted, but this is just the thing which in a financial shipwreck we never find done. Here on the contrary each is more intent on ruining his neighbour than on helping himself, and a slight stoppage which a little prudence would have averted, is turned into a senseless panic, unless some *deus ex machina* from the State comes on the scene with some heroic measure. All this seems to have come to pass with little or no variation in the latest New York Panic. First the irrigation reservoirs, it may be noted, have got into too few hands, and those too timid and ignorant to understand the wider principles of political economy. When one of these from whatever cause restricts the supply or opens his valve too wide, the others with the simple gregarious habits of a flock of sheep rush wildly to follow the example set, without a moment's consideration whether they themselves may not be the first victims. An equal want of resource is displayed by the tillers of the soil affected, who, as often as not by their own want of accord, intensify the evil to their own eventual detriment. Then the State with the best intentions, but not always with the greatest wisdom, has to step in like the *deus ex machina*, to try and save the wreck, which with a little common sense should never have occurred. Most of these financial disasters, have, it is worth noticing, been brought about by those in charge of the reservoirs of capital, who in their individual desire for gain above their neighbours have opened their sluices too wide, and then, like unskilful workmen alarmed by the imminent danger brought about to their own position through their foolishness, have with equal want of care and knowledge of their delicate machine, attempted to stop supplies in full flow. From what appears on the surface, judging from the telegrams to hand, there was no reason whatever for the panic which has been seriously affecting business in New York, but the waves from which have been felt all over the world. It was not brought about by any disaster in the physical or commercial world; nothing had gone wrong with any commercial concern, and money advanced on commercial enterprises was still bringing in its usual return. Whether from malice or mere wilfulness some-one seems to have called in unthinkingly some sufficiently well secured loan, and the example was followed from sheer inability to foresee the result. The State itself appears to have been thoughtless at first by demanding hurriedly some deposits without sufficiently timely notice, but in the absence of an indefinable panicky feeling abroad this would have made little difference. On the whole the affair points to the want of some better constructed edifice of financial common sense than at present exists in the United States. How far the handling of enormous wealth by a few individuals may be an advantage or the contrary to a nation may still remain a moot point in political economy; but there can be no doubt whatever that the concentration of wealth in

hands fitted neither by personal knowledge nor by the acquired experience of long established and time-tried institutions, must always have a deterrent effect on the continued prosperity of a nation.

During the Easter Vacation, commencing on Good Friday, and terminating on Thursday, April 4th, the offices of the Supreme Court will be open daily, Sunday and public holidays excepted, from 10 a.m. to 1 p.m.

A very useful publication just received is the work of a lady, Miss K. A. Massey sends us from the Hongkong Hotel a large wall map and directory of Hongkong central, which we feel sure will be regularly used and appreciated in any office or building in which it finds a place.

The *Gazette* notifies that Friday, March 29th, being a public holiday, and Monday, April 1st, being a bank holiday, these days will be observed as Government holidays. H.E. the Governor has also been pleased to appoint Saturday, March 30th as a public holiday throughout the Government departments with the exception of the Police Magistrates' department.

Before Mr. C. D. Melbourne at the Police Court on Saturday a *codee* was prosecuted by Inspector Ritchie for the larceny of a bag of cents to the value of \$37.50 from a money changer in Des Voeux Road Central. The defendant walked boldly into the shop at a busy hour, picked up what he thought was a bag of silver and left. Before he got out of sight, however, he was apprehended. His Worship sentenced him to fifteen days' hard labour and four hours' stocks.

Another old Hongkong resident passed away early on Saturday morning at the residence of his son, "Villa Branca", Robinson Road. We refer to Dr. Francisco P. Soares, who has been resident in Hongkong for 55 years. The deceased was a medical practitioner for many years and was well-known and highly esteemed, especially a long poor people, to whom his charity was great. The late Dr. Soares was also a clever dispenser. He started the Oriental Dispensary in 1860, and carried it on with varying success till about eight years ago, when he had a stroke of paralysis which rendered him incapable of work. He was 83 years of age. The funeral took place yesterday afternoon and was well attended.

HONGKONG ROPE MANUFACTURING CO. LD.

The twenty-third ordinary general meeting of shareholders in this Company was held at the office of the General Managers, Messrs. "Hawson, Tones and Co.", at noon on Saturday. Mr. R. Shewan presided, other shareholders present being Messrs. H. P. White, D. W. Craddock, A. J. Raymond (Consulting Committee), R. Henderson (secretary) and R. Hancock.

The Secretary having read the notice calling the meeting,

The CHAIRMAN said:—Gentlemen, we have now to come before you with the report and accounts for the year 1906, copies of which were issued to you on 8th instant, and which with your permission will now be taken as read. There is little in the report that calls for comment. The profit is slightly greater than the previous year's, as the price of raw material was more in our favour, and we are, therefore, able to recommend our old dividend of 20 per cent. On the other hand, the high value at which the silver dollar was maintained throughout the year was against us, and considerably reduced our returns from those countries where we have to sell in gold, besides handicapping us in competition with rope made at home, and restricting our sales all round. The accounts are simple, and require no explanation. You will observe that the investments of the Reserve Fund are stated at the current quotations on 31st December last, and their rise in value passed to the credit of Investment Fluctuation Account. As for the present year, the prospects are, if anything, a shade better. The hemp market at Manila has weakened since the beginning of the year, while silver also seems on the downward grade; let us hope that this promise of better things may be fulfilled, and so enable us to extend our business in every market around us. Our competitors may be able at times to produce a cheaper article, but they only do so by adulterating their fibres, and have never yet been able to offer quality at all approaching that which is turned out by our factory.

The CHAIRMAN then proposed that the report and accounts as presented be adopted and passed.

Mr. RAYMOND seconded, and the motion was carried unanimously.

Mr. HANCOCK proposed, the CHAIRMAN seconded and members agreed that Messrs. A. J. Raymond, H. P. White, D. W. Craddock and Dr. J. W. Noble should be re-elected members of the consulting committee.

Messrs. W. H. Potts and A. O'D. Gourdin were re-elected auditors on the motion of Mr. CRADDOCK seconded by Mr. WHITE.

The CHAIRMAN—That is all the business. Dividend warrants are ready now.

APPOINTMENTS.

The following appointments are notified in the current *Gazette*.—Mr. W. C. Jack to be acting surveyor of boilers of unlicensed steamships under 60 tons, during the absence on leave of Mr. E. C. Wilks; Mr. D. W. Tratman, passed cadet, to act as Assistant Officer for the New Territories, southern district, and Registrar of the Land Court during the absence of Mr. J. R. Wood on leave, or until further notice; Mr. G. E. Morrell to act as Crown Solicitor during the absence on leave of Mr. F. B. L. Bowley; and Mr. Chen Shiu-yo to be a public vaccinator within the Colony.

TELEGRAMS.

"DAILY PRESS" EXCLUSIVE SERVICE.]

ROUMANIAN RISING.

LONDON, March 23rd.

A serious politico-religious rising is reported to have taken place in Roumania, and many towns have been sacked and burned.

INTER-VARSITY ATHLETICS.

LONDON, March 23rd.

Temporarily eclipsed on the river, Oxford has maintained and increased her supremacy over Cambridge at the annual athletic competitions, winning eight and a half events to one and a half.

[This is the biggest percentage since the tenth event was added, and has never been equalled by Cambridge. In 1870, with nine events, the result was Oxford 73, Cambridge 13. Last year Oxford won seven out of the ten.]

THE DEMOCRATIC FEVER.

LONDON, March 23rd.

The Legislative Council of Egypt has sponsored the agitators' demand for an independent parliament. The Khedive is said to be supporting the anti-British agitation.

SABBATARIANS.

LONDON, March 23rd.

The bakers, butchers, and grocers of France have resolved to unite in a general strike.

GRAND NATIONAL.

LONDON, March 23rd.

Eremon won the Grand National, with Tom West second, and Pathinder third.

[Reuter gives the following further particulars:—Eremon started at 8 to 1, Tom West at 100 to 6, and Pathinder at 50 to 1. There were twenty-three starters. The winner won by six lengths, Pathinder being a bad third.]

MANCHURIA.

LONDON, March 23rd.

It is reported here that the evacuation of Manchuria is completely accomplished.

METRIC SYSTEM.

LONDON, March 23rd.

The Bill introduced by those who wish to see the present weights and measures replaced by the metric system has been rejected.

ASIATICS IN SOUTH AFRICA.

LONDON, March 23rd.

The Transvaal Parliament has passed the Ordinance requiring the registration of all Asiatics employed in the Colony.

"DAKOTA" BREAKS UP.

Tokyo, March 24th.

Yesterday, the weather became stormy, and the s.s. *Dakota*, pounding on the reef, broke in two and sank. Portions of her are still showing, but the salvors have abandoned all hope of saving anything worth while.

[BROTHER'S SERVICE.]

IRISH HOME RULE.

LONDON, March 21st.

In the Irish debate in the House of Lords, Lord Crewe asserted that the Government was not disturbed by Mr. Balfour's mock heroics. It was impossible to make a statement till the Bill was produced. Lord Loreburn said that he, like Sir Henry Campbell-Bannerman, was a homerule. The Government did not intend to introduce a Home Rule Bill but whatever they did must inevitably lead to home rule.

ALL NIGHT SITTING IN THE HOUSE OF COMMONS.

LONDON, March 21st.

The House of Commons sat all night, discussing the Army Annual Bill.

LIVERPOOL CUP.

LONDON, March 21st.

- 1 Bridge
- 2 Aster
- 3 Codwal

THE CANAL.

LONDON, March 21st.

The Suez Canal is clear.

CHINESE LABOUR IN THE TRANSVAAL.

LONDON, March 21st.

Lord Selborne in his speech at the opening of the parliament at Pretoria, said that the employment of Chinese labour must cease at the earliest opportunity, but no steps would be taken to repatriate the Chinese unless an effective substitute in the form of other labour or of improved mechanical appliances could be found.

THE HOUSE OF COMMONS.

LONDON, March 22nd.

The House of Commons adjourned at 5.37, after a twenty-seven hour sitting; a record since the "Parnell sitting."

EGYPT.

LONDON, March 22nd.

News from Cairo says that owing to the lack of a suitable site for another large reservoir, it has been decided to raise the Assuan dam seven metres, at a cost of £1,500,000, to be completed in 1913. The addition will irrigate a million more acres, increasing the cotton crop by £4,000,000 per annum. The addition will involve the further submerging of the Temple of Philae and other monuments.

THE MONEY MARKET.

LONDON, March 22nd.

The rise in the French bank rate has surprised and disquieted the Stock Exchange and is interpreted as an indication that money will continue to be dear for a long time.

NICARAGUA AND HONDURAS.

LONDON, March 22nd.

American Marines have been landed at Trujillo, Laebla and Puerto-Cortez, in Honduras, to protect American interests in view of the continued heavy fighting between the Nicaraguans and the Hondurans.

VOLUNTEER INSPECTION.

On Saturday afternoon the Hongkong Volunteer Corps was inspected at the Polo Ground, Causeway Bay, by Major-General Broadwood, G.O.C. The Artillery and Engineer Companies assembled at Headquarters at practically full strength. Major Chapman was in command and all the officers were present. Twelve Maxim guns were manned, and the whole, headed by the Middlesex Band, marched to the Polo Ground. They attracted much attention en route and at Causeway Bay a large crowd had gathered to witness the afternoon's proceedings. The Mounted Troop had meanwhile arrived on the ground, and when the Artillery and Engineer Companies arrived, the mounted men took up a position on the right. His Excellency, the General Officer Commanding, was received with the general salute, after which he inspected the arms and accoutrements of the men. Then the Corps marched past, advanced in review order, and went through other movements, after which exercises with the guns were undertaken. The inspection was not a mere ceremonial or formal proceeding, and the G.O.C. was apparently determined to test for himself the capabilities of the Corps. At the close the companies were drawn up and addressed by His Excellency. He said it was the first time he had had the pleasure of inspecting the Hongkong Volunteers, and mentioned that as the mobilisation had been carried out this year on a smaller scale than usual he had not asked the Volunteers to take part, but in future he hoped to be able to employ the Volunteers and ask for their assistance. Proceeding he remarked that while well desired to enjoy peace, the efforts of diplomats would be of little avail were it not for the force behind them. And the force of a country lay in its trained manhood. He said trained because it was as essential to employ scientific methods in military operations as in commerce or trade. After expressing his appreciation of voluntary effort, His Excellency concluded by saying that the Volunteers had made a very creditable show in the work of the afternoon. Thereafter the Corps returned to Headquarters where Major Chapman complimented the Volunteers on their steadiness during inspection, and the men were dismissed. The refreshment that was provided in Headquarters was amply appreciated.

NEW CHINA MAPS.

The War Office, through Mr. Edward Stanford, has published a very much improved map of the province of Honan, China. The map, which has been compiled by the topographical section of the general staff from the most recent information obtainable, compares favourably with previous maps of this portion of the Chinese Empire. Honan is of considerable interest to British merchants, for the reason that it is not only one of the richest and most fertile provinces in China, but has great facilities for trade and commerce. It is traversed by the navigable waters of the Great Yellow River (Hoang-ho), as its name indicates, and the north-eastern portion by the Grand Canal. The new map will be exceedingly useful to traders and travellers, indicating as it does the navigable waters, roads, and the chief places of trade. It is still, however, far from being complete, and there are considerable tracts of this fertile and thickly populated province which lie as vacant on the War Office map as the Desert of Gobi. Mr. Stanford issues a similar map for the Chih-Li province, in which Peking, Tientsin, Shan-hai-kean, and other cities and towns familiar to Europeans are situated. The eastern tract along the shores of the Gulf of Pechili are represented with a good deal of detail, and the course of the roads and rivers and other topographical details have been plotted accurately, but in the western portions there are still many blanks. One is somewhat surprised to find that the great cut made some years ago to facilitate navigation between Tientsin and the sea is not shown on this map, though the "cut" has now become for all practical purposes the main channel of the Peiho, and is navigable by vessels of over 2,000 tons.

LOCAL SPORT.

PARSIE C.C. V. CRAIGENGOWER C.C.
This cricket match was won on Saturday by the Craigengower XI, by 39 runs. Appended are the scores and analysis of bowling:—

Parsie C.C. v. Craigengower C.C.	
S. B. Balliwalla, c. Rose, b. Irving	1
J. J. Vassia, b. Brown	44
J. D. Neria, b. Brown	22
P. A. Kanga, c. Brown, b. Irving	19
P. A. Kanga, c. Brown, b. Irving	1
D. R. Captain, c. Rose, b. H. Rapp	5
J. H. Sheriff, not out	6
R. Jovanjoo, b. Lammer	3
M. B. Sheriff, b. w. b. Lammer	0
C. B. Mowarwalla, b. Lammer	1
Extras	5

Total.....109

Bowling Analysis:

	O.	M.	R.	W.
Lammer	7.1	34	3	43
Irving	5	33	2	2
Brown	6	27	3	3
H. Rapp	3	8	1	1

Total.....148

Bowling Analysis:

	O.	M.	R.	W.
Neria	14	14	57	3
Kanga	17	1	55	3
Captain	9	38	1	1

FOOTBALL.

Y.M.C.A. v. H.K.F.C.

This friendly match took place on the Club ground at Happy Valley on Saturday, but neither of the teams appeared at full strength, the Volunteer Inspection robbing both of a number of players, only four forward taking the field on each side. The Club won by two goals, the score being four to two. Three of the Club's points were not held by Weston Miller adding a fourth, while for the losers Platt and Le Grove were the men who defeated the Club's keeper. The rivals were:—

Hongkong Club—Franklin; Wishart and Preshaw; J. B. Wishart, Hall and Morley; Turner, Weston, Miller and Mead.

Y.M.C.A.—Cooper; Bishop and Collins; Hamilton, Barlow and Smith; Le Grove; Griffiths, Platt and Anderson.

RIFLE SHOOTING.

The monthly rifle meeting of the Right Half No. 2 Company H.K.V.A. was held at the Hong Kong Club yesterday morning. Twenty-seven men shot over the range; the best cards returned were:—

A CLASS.	
	Nett. H. cap. Total.
Gunner Biden	75 + 9 = 84
Sergeant Darby	73 + 6 = 79
Sergeant Blood	71 + 8 = 79
Capt. Armstrong	70 + 8 = 78
Gunner Reed	63 + 15 = 78

B CLASS.

Gunner Annett	59 + 6 = 65
Gunner Ironside	50 + 9 = 59

* Winners of Spoons.

ROYAL HONGKONG YACHT CLUB.

TENTH CLUB RACE.

The tenth club race was sailed yesterday the course extending from the Police pier to Channel Rock, Stonecutters Island (port) and mark boat off Chung Hing. The wind was variable, and during the day came from the north east, the east and the south-west. In the championship class only "Dione" and "Vernon" started. "Vernon" got the advantage from the start and held it round the first mark and until Stonecutters was neared, when "Dione" forged ahead, she fell back to second place, however, before the markboat was reached at Chung Hing. "Vernon" led thence to the Yamati shore, but made the mistake of splitting tacks in the baffling winds. By doing this way, was lost, and "Dione" crossed the line about two minutes in the lead. Had "Vernon" kept to the windward of "Dione" consistently, in all probability she would have won.

In the one-design class five boats started, and although the distance between the starting line, Channel Rock, and back was negotiated, the race actually took place when the line was crossed on the way to Stonecutters. A calm held "Kathleen" who was in the lead by some five minutes at this spot, until all the other boats caught her up. Then all picked up the breeze which sprang up, and there was very little between them until the mark boat at Chung Hing was rounded. There the racers met a strong head tide and light winds. "Kathleen" was a few lengths in the lead, "Colleen", "Bonito" and "Sprite" being at the mark at the one time. The latter touched and retired from the race. "Min" was a minute or two late in getting round. "Kathleen" at once took a long tack to the Hongkong shore, going to windward as much as possible. "Colleen" and "Bonito" started up the central channel, and by so doing "Colleen" captured the first place from "Kathleen" while the others gained considerably. "Colleen" was second home, "Bonito" and "Min" fourth. "Bonito" and "Min" lost much of the advantage they had gained by the light baffling winds which overtook them when off Yamati.

Women are imbued with an innate distrust of one another which it will take centuries to eradicate. Up to the present day, in spite of advanced education and the freedom and emancipation of modern women, their progress towards a code of honour and fair play among themselves has been in a backward direction, and until this is altered women will never be capable of acting as useful and efficient citizens, members of governing bodies, or in any other responsible positions to which their ambitions may be directed.

THE TYPHOON ENQUIRY.

SCOPE RESTRICTED TO LOCAL OFFICIALS.
BLANKNESS.

A supplement to *The Hongkong Government Gazette*, given the report of the Committee appointed to enquire whether earlier warning of the typhoon of September 18th, 1906, could have been given to shipping. The Committee consisted of Sir Henry S. Berkeley, Kt., K.C., Lieut. H. Butterworth, R.N., Mr. A. B. Skotowe, superintendent, Eastern Extension Telegraph Co., and Captain A. Sommerville, masters. These gentlemen confined themselves strictly to that question. Following are extracts from their report to the Governor.

On the question referred to in the Committee's findings that at 8 a.m. on the September 18th an order to hoist the Black Drum, indicating the existence of a typhoon to the east of the Colony within 300 miles, was issued from the Observatory, the barometer then reading 29.604. At 7.21 (local time) on that morning (18th) the barometer at the Observatory read 29.638. The direction of the wind was NW and the force 3. When the last previous barometrical observation was taken at the Observatory, at 10.21 p.m. on the 17th, the barometer read 29.735, the direction of the wind was E and the force 1. During the preceding period the barometer varied between 29.555 at 10.21 a.m. and 29.732 at 3.21 p.m., being the highest and the lowest readings at those hours respectively on that day (17th). On September 18th no observations had been received from other stations at the Observatory prior to the hoisting of the Black Drum. In the opinion of the Committee the barometrical observations did not call for the hoisting of any special signal.

Under the date 18th September the Shanghai Observatory, after the event and after information received from Hongkong, published locally the following remarks:—"Depression. A very violent storm of quite limited area raged in Hongkong on Tuesday morning (18th)."

The evidence as to the appearance and state of the weather on the morning of the 18th previous to the hoisting of the Black Drum is conflicting. Captain Unsworth, of the Hongkong and Shanghai Wharf and Godown Company, stated that at 4.30 a.m. he ordered everything to be taken away from the wharves; that at 7.30 a.m. the sea was breaking over the wharves at Kowloon, and that no ship could have lived in such a sea as was running then; whereas Captain Outerbridge, who slept ashore on the night of the 17th, and whose ship was lying in or about the centre of the harbour, did not leave the shore to return till about 8.45 a.m. on the 18th, and H.M.S. *Tenar*'s signal log shows that torpedo No. 38 was alongside at 8.5, under orders to proceed to D'Agulhar wireless telegraph station (Exhibit O), and actually left H.M.S. *Tenar* at 8.15, after the hoisting of the Black Drum, for Kowloon, where she safely entered the harbour; the torpedo depot situated to the north of the northern Kowloon wharf; and Lieut. Butterworth (the King's Harbour Master) informed the Committee that at 8 o'clock that morning he ordered his boat to be alongside H.M.S. *Tenar* at 8.50. The evidence as to the appearance and state of the weather on the afternoon, evening, and night of the 17th is also conflicting. Monsieur Liebert, the Consul for France, "felt on Sunday September 16th, and on Monday 17th, that we were going to have a typhoon very soon, and his rough observations were confirmed by several naval people who were in the harbour, especially the commanders of the steamers *Polignac* and of the French destroyer *Albatros*."

Referring to the appearance of the weather on Monday 17th, Monsieur Liebert said "the appearance of the sky on Monday to say one unmet for these regions indicated a typhoon not far off," among other indications "the sun with a very red colour in part purple; in others yellowish copper behind a thick veil of grey heavy clouds." That appearance was not observed on board H.M.S. *Tenar*, nor at the Observatory, which the witness remarked was in the opinion probably due to "the declination of the sun being such just now that the sunset would be obscured by the Peak." This peculiar sunset was not noticed by any other witnesses examined.

Continuing, Monsieur Liebert said "since 10th atmosphere was heavy, the temperature exceptionally warm, the sky grey colour with thick cloud in the West," whereas the weather observation taken at the Observatory at 4 p.m. on 16th read "B" - blue sky without cloud. Monsieur Liebert also said that on Monday evening there was "very little breeze and what there was came from the West," whereas the observation taken at the Observatory read "ESE" and on H.M.S. *Tenar* at 5 p.m. on Monday "wind F 2." Monsieur Liebert assured the Committee that in view of the appearances described the Captain of the *Polignac* on board at 3 o'clock on the morning of the 18th, and the officers on command of the French destroyers "began to steam up at 7 a.m. sometime before the first signal was hoisted, precautions which would have ensured their safety, had it not been for merchant steamers drifting on to the French destroyers who were fully prepared for the typhoon."

With respect to the last portion of Monsieur Liebert's statement it is to be observed that the *Polignac* sailed her way from the North to Europe, was due to sail at 3 o'clock on the morning of the 18th, and the officers on command of the French destroyers "began to steam up at 7 a.m. sometime before the first signal was hoisted, precautions which would have ensured their safety, had it not been for merchant steamers drifting on to the French destroyers who were fully prepared for the typhoon."

Here follows our own summary of what appears to us to be the gist of the evidence. Captain Rensch of the *Albatros* gave no warning. He did not believe that the *Sido M'ora*'s typhoon in the Formosa channel could be the same as typhoons did not usually travel to the south of west. The Hongkong typhoon was a locally formed tornado, and earlier warning could not have been given, even from Manila.

Capt. Hooker of the *Kwintow*, from Swatow, said the behaviour of his barometer made him suspicious. He was positive that the typhoon he encountered coming down, was the same one that struck Hongkong. He was on the edge of it at midnight, a hundred miles out of Hongkong.

Dr. Dobereck preferred to call it a tornado. The Peak Observatory gave him no indication the previous afternoon of such a storm. His

first warning was barometric, at 8.21 a.m. The drum was hoisted at 8 a.m. Between 7.44 a.m. and 8 a.m. he was consulting and observing. Coast telegrams were opposed to any idea of an approaching storm. Previous complaints about the unnecessary hoisting of typhoon signals were very careful, but did not influence the present case. This typhoon absolutely could not have been predicted on the 17th. Meteorology was not an exact science; failures were everywhere frequent. The difference between a tornado and a typhoon was one of degree only - this one was something new, bridging the gap [a meteorological "missing link" - Ed.]

Asked "What is the range of your instrument?" Dr. Dobereck said, "In this case about 20 miles, generally about 300 miles."

"You keep no night watch?"

"Yes. They go away at 10.35 p.m. and come back at 7.20 a.m."

It was no one's duty to take observations between 10 p.m. and 7 a.m. unless the weather were threatening. In this case it was not. They relied chiefly on telegrams. There was nothing abnormal in the previous night's sunset.

An view of from Stonecutters at 7 p.m. on the 17th we think there was. A gentleman who does not profess weather wisdom remarked the "peculiar colour," and "supposed it meant change of some sort." - Ed.

Dr. Dobereck answered to written questions put to him on September 25th by the Chairman of the Committee.

Q—State in detail the Observatories, and Observation Stations with which you were in telegraphic communication on the 17th-18th instant?

A—Nemuro, Hakodate, Tokyo, Koshi, Nagaoka, Kagoshima, Oshima, Naha, Ishigaki, Naha, Taihoku, Tientsin, Tainan, Keelung, Penghu, Chefoo, Weihaiwei, Hankow, Kinkiang, Shanghai, Gutzlaff, Sharp Peak, Amoy, Swatow, Pakhoi, Victoria Peak, Gap Rock, Macao, Pulo, Tuaran, Cape St. James, Aparri, Manila, Legaspi, Bacolod, Iloilo, Cebu, Labuan.

No communications from Vladivostok and Hailuoguo.

Q—Are your relations in any way strained with any of the Observatories, or Observation Stations with which you are in communication, and if so, state which? and the cause?

A—Certainly not! We exchange telegrams daily, and in addition all publications are exchanged between the Observatories of Tokyo, Shanghai (Zikawei), Hongkong, and Manila, and any member of the staff of any of these four observatories is granted facilities for making observations at any of the other observatories, if it happens to be there.

Capt. Bradley of the *S. A. Keweenaw* wrote that there could not be sufficient warning unless data were received from all possible observatories in a wide radius.

M. Liebert testified as a private citizen, not as Consul, although the loss of French ships and men made him feel that he had a certain right to be heard. He believed that earlier warning could have been given. "If evidence is quoted, and commented on, in the report, as per extracts given above," according to the Manila Director's book, such storms could and did divert from Manila to Hongkong. M. Liebert insisted that the warnings from Manila and Shanghai, dated three and four days before, should have made Hongkong watchful and suspicious. The normal readings of the previous day should not have lulled this suspicion especially in view of the sky appearances.

Mr. Figg said they got figures from Sincow but not the remarks quoted by M. Liebert.

Dr. Dobereck explained that observations did not exchange remarks - only observations. To exchange remarks would "do harm," and besides, the Telegraph Companies might object. They did get remarks from Manila but they were irregular, and not done elsewhere. On the 17th, Manila sent no remarks. If they had received the notes put in, they would have been of no value.

Q—The remarks telegraphed by competent observers in the Philippines would be of use to you?

A—No, not at all: all the facts are condensed in the telegrams. Loose remarks outside the information we receive would be useless.

Q—I am not speaking of loose remarks. Would it not be your own remarks, instances be useful to other places?

A—No; and it would take up the cables too much.

Q—A witness produced a letter purporting to have been written to the Commander of a French warship by the Director of the Sincow Observatory in which the Director stated that he sent out the following warnings on the 16th September:—(1) Typhoon S of Manila Sima, (2) Typhoon E of Formosa, did you receive these?

A—No.

Q—Would such warnings have predicted bad weather S of Formosa?

A—Yes, but we had the same telegrams from there as soon as Sincow.

He was positive that the typhoon of the 18th was not the same that reached Hongkong. It had ceased that afternoon.

Mr. Figg quoted some Sincow warnings "to show that it would be unwise to place confidence in remarks issued by Sincow even if we received them."

Dr. Dobereck repeated that there was "no jealousy whatever," but "we do not want such alarm warnings telegraphed to us as were referred to in Mr. Figg's evidence."

Capt. Outerbridge maintained that warning could have been hoisted at six a.m. Everyone knew that relations between Hongkong and Manila observatories were not cordial. He did not suggest, however, that this affected the present case. He believed Hongkong received full information from Manila.

Capt. Unsworth of the Godown Company noticed threatening signs as early as 6.15 a.m. and gave instructions to have the wharves cleared. He thought "some notification could have been given at 6 a.m. if anyone had been up and watching."

Capt. Hodgins knew of the typhoon on the 17th, when leaving Swatow for Amoy. He advised a friend to be on his guard.

Capt. Rodgers of the *Zeyra* concluded that there was a typhoon within 400 miles of him on the 15th. He had experienced a similar sudden typhoon before, in 1906.

MEMORIALS OF RE-ENTRY.

For the information of all concerned, Mr. G. H. Wakeman, Land Officer, notifies that the following memorials of re-entry have been registered according to law:—Lantau Island: Tung Chung; Demarcation District I: Lots No. 263, 1454, 1703, 1851, 2288, 2290, 2291, 2292, 2293, 2294, 2437 and 2537; Demarcation District II: Lots No. 74, 75 and 76; Demarcation District III: Lot No. 2018 and Demarcation District V: Lots No. 287, 291, 292, 293, 299, 301, 304, 307, 308, 309, 317 and 327. Mr. W. Demarcation District I: Lots No. 773 and 882; Demarcation District III: Lot No. 507; Demarcation District 312: Lot No. 626; 316; Lot No. 144; 327; Lot No. 132; 332; Lot No. 432; 333; Lot No. 504/3, 352; Lot 433; 341ng-1; Island: Demarcation District 436; Lot No. 57.

FUNNELS AND FLAGS.

THE SUEZ CANAL BLOCK.

The mail steamer for China which Reuter reports was delayed by a block in the Suez Canal was apparently the French mail steamer *Scalio*, which, however, has since been reported as having passed through the Canal on the 22nd inst. The block apparently did not involve a whole day's delay.

THE CHAMBER OF SHIPPING.

The 30th annual meeting of the Chamber of Shipping of the United Kingdom was held on February 15th at the Cannon-street Hotel. Mr. Oswald Sanderson, the outgoing president, occupied the chair at the opening of the proceedings, and a vote of thanks was passed to him for his services during the year.

Sir John Ellerman was elected president for the ensuing year, and Mr. Jameson Taylor (Sunderland) vice-president.

Sir John Ellerman, in his presidential address, said the past year had been an anxious one for the shipping community. The effect of the new Merchant Shipping Act would be to increase the cost of working vessels under the British flag, and it was difficult to see how, in the face of the competition to which he was exposed, the British shipowner would be able to reimburse himself for any part of this increased cost by a corresponding rise in freights.

Against a substantial addition to the cost of running their vessels they had to not certain advantages which they had secured under the Act. Parliament had for the first time endeavoured, but unfortunately, with only partial success, to put on foreign vessels trading with our ports an equality with British ships, and it had made big steps towards clearing away the antiquated passenger ship regulations which had for so many years hampered the natural development of our passenger and emigrant trades. Further, Parliament, on behalf of the State, had acted on the principle that the State was only justified in interfering with the shipping industry when questions of the safety of life or property were involved; and that when it did interfere it was to be for the State to detect and punish the wrongdoers, and only as a last resource, and on proved necessity, to impose regulations on the trade as a whole.

The action of the Government in practically ascertaining the local marine boards by abrogating in the Bill the most important functions which they enjoyed of appointing local officials was most commendable. Alluding to the Workmen's Compensation Act, he said shipowners could not be made responsible for accidents of God, which were beyond all human control, but putting upon them a responsibility of a kind and to an extent which no other industry in the country was asked to bear. The effort of the new legislation was that from July 1st next the cost of working steamers, and still more sailing ships, would be largely increased. It would be serious to steamship owners, but especially so to the owners of the sailing ships of this country, where he was afraid the rules of insurance would be so heavy as to practically extinguish that class of shipping.

The interest upon investments in shipping was abnormally low. It was, in truth, not a commercial rate of interest. There were no grounds for believing, as the present Government and the present House of Commons would appear to believe, that British shipping was a prosperous monopoly which could stand the brunt of exceptional legislation and increased taxation. (Cheers.)

Mr. F. Pembroke, on behalf of the General Shipowners' Society, London, moved a resolution declaring that the long-continued delay in legislating upon the question of the Port of London was causing serious injury to every interest concerned, and as the Chamber was of opinion that the London Port and Docks Bill, 1907 (with modifications), would afford a reasonable basis for the settlement of the question, expressing the hope that the Government would be practically induced to go to the meeting of that measure in its Session. He said the dock companies Bill covered many of the recommendations of the Royal Commission. If the Bill reached second reading it was proposed to make important modifications. As to these modifications, the chairman of the London dock companies were of opinion that they were not required to exact more than about half the tariff which was in vogue at Liverpool, and that £250,000 a year would be sufficient for their purposes.

Mr. C. E. Brightman seconded the motion.

Mr. Pembroke, in reply to a question, said a large section of the import trade of London had suffered the dock companies that they approved of their scheme.

After some discussion, Colonel Smith (Glasgow) suggested an amendment to omit reference to the Bill, and this was finally accepted by the mover of the resolution. The mover of the resolution said the following words:—"That the attention of his Majesty's Government be called to the fact that nearly seven years have now elapsed since the Royal Commission to inquire into the Port of London question was appointed; that the long continued delay in legislating upon this subject is causing serious injury to every interest concerned in the Port of London; and that this Chamber hereby expresses its earnest hope that the Government will be practically induced to go to the meeting of that measure in its Session."

At the instance of the North of England Steamship Owners' Association, a resolution was passed requesting the Board of Trade, in consequence of the frequent scarcity of second officers, to make any obstacles and give great facilities for that grade of officer to pass the necessary examinations.

Resolutions were also passed in favour of the abolition of flag dues.

At the instance of the North of England Steamship Owners' Association a resolution was passed urging the Government to consider the whole system under which British Consuls, Vice-Consuls, and Consular Agents are at present appointed with a view to securing that the commercial interests of Great Britain should be adequately represented in foreign waters, and that only those should be appointed in future who were a sufficient knowledge of the English language to enable them to perform satisfactorily the duties of their office.

On the motion of Mr. Bruce Murray (Glasgow), seconded by Sir T. Agnew, a resolution was passed urging upon the Government the desirability of inserting a negligence clause in their contracts, and directing attention to the fact that the omission of the clause not only put owners to much inconvenience, but obliged them to cover their accidental liability by insurance, the cost of which had to be added to any tender, and thereby enhanced the cost of service to a greater extent than if the Government took the risk.

The annual dinner of the Chamber was held in the evening at the Hotel Metropole. Sir John Ellerman, the president, occupied the

chair. The company included Mr. Lloyd-George, M.P., Lord Pirrie, Lord Inverclyde, Lord Desborough, Mr. Sydney Holland, Sir George VVyvyan, Sir Howard Vincent, M.P., Sir Theodore Angier, Mr. Owen Phillips, M.P., Mr. Walter Runciman, M.P., Mr. William Watson (chairman of the Chamber of Commerce), Mr. W. H. Byas (chairman of Lloyd's), Mr. W. H. Clark (Board of Trade), Mr. C. J. Cator Scott (chairman, London and India Dock Company), Captain Harry Jones, R.N. (Admiralty), Captain A. J. G. Chalmers (Board of Trade), Captain Inghelield, R.N., M. Chevesus (Suez Canal Company), Mr. W. J. Howell (Board of Trade), and Mr. W. H. Cooke (Secretary).

The toast of "The Imperial Forces" was proposed by Judge Rantoul and responded to by Sir Howard Vincent.

The President next proposed "His Majesty's Ministers."

Mr. Lloyd-George, in responding, said that the policy of the Board of Trade in the old days was to act rather as the police of commerce. But now, during the last few years more especially, it had been its policy to be a little more helpful to trade and commerce, and he trusted that that new policy would develop and strengthen in the years that were to come. There was a good deal that the Board of Trade could do in that respect, and he hoped to see it done before he parted company with the Department. He agreed with the president that at the moment the shipping industry had just about as much legislation as it could well digest.

He always found, coupled with that suggestion, the further one that one Bill or two might be added to the list. There were light dues, for instance, (Heer, hear). His business was to represent the views of shipowners at the Treasury, and he dared say that sooner or later they might be able to prevail upon the Treasury to some extent in that matter. Then there were the various docks Bills which dealt with the question of registered tonnage, and they had got the Chamber of Trade Bill, which indirectly, in the past, affected the shipping of this country. With regard to the London docks question, he reminded the company that for six of the seven years which had elapsed since the Royal Commission reported, another Government of a different complexion had been in power. It was one of the most difficult problems he had ever had to face, and the conclusion he had come to was that in the multitude of counsellors there was confusion. However, he trusted that next year they might be able to do something. He would give a fair and impartial examination to the London Docks Bill. All they wanted was a fair solution which would make London the sort of Port that it ought to be. Registered tonnage was another difficult question. He trusted it would be possible to arrange a conference of the representatives of the various interests concerned at the Board of Trade in order to arrive at a satisfactory solution.

He proposed a Commission of the question of shipping rings and conferences, for which the Government had been criticized, originated with the Colonies. A proposal came from the leading representative of the Colonies, Cape Colony, to pass a Bill through their local Legislatures for the purpose of putting down what he called rebate and the conference system. It was a most drastic measure, called the Cape Protection Act, and it was brought up in order to obtain the ratification of the Government. He could not possibly agree to it, and he adopted the only alternative of instituting an impartial judicial inquiry into the circumstances. The Commission was fairly constituted, and all interests were adequately represented. There had been a good deal of difficulty, owing to the lack of uniformity in shipping legislation, between the Mother Country and the Colonies. They hoped during the present year to have a conference with the representatives of the Colonies with a view to getting more uniformity in shipping legislation throughout the British Empire. Shipowners would be ably represented at the conference. (Cheers.) After alluding to the constitution of the advisory committee under the Merchant Shipping Act, upon which the shipping interest would, he said, be well represented, he observed that it was remarkable that during the last years in which the country had had to face the competition of powerful and well-organized communities throughout the world, British shipping had more than held its own. Last year we had our record trade—the greatest foreign trade that any country had ever had with an increase which was much greater than the increase of any other competitor in the world. He agreed that the shipping industry was one which ought not to be neglected.

No country could afford to neglect it. It interfered with competition on the high seas, and they were therefore subjected to the keenest competition in their industry. He did not know to what extent there was any ground for the suggestion that the railway system in Germany was run very largely with a view to working in with the sea transport in Germany and assisting it. Our land transport was not so strong. He did not know the reason why, but he would know. If it were true that our railway system was run in such a way as to encourage the import and to discourage the export, then he said it was monstrous. Land transport was one of the matters to which he was going to turn his attention. After all, the Board of Trade ought to be a Board of Trade in the real sense of the term. It ought to be a Ministry of commerce. Commerce was essential to the greatness of the Empire. They were doing a share in fighting for the supremacy of British industry in the world. They had done it with success which had excited the envy of the world, and they were entitled to demand that the Government, as far as the Government could, should render every assistance in its power. (Cheers.)

"The toast of 'The Houses of Parliament,'" proposed by Mr. Sydney Holland, was responded to by Lord Ailesbury and Mr. Evelyn Cecil, M.P.

Other toast followed, that of "The Shipping Interests" being proposed by Lord Desborough, and responded to by Lord Pirrie.

"THE KING" HONORS HIS ENDS.

Says the *San Francisco Call*—Captain Zeeder, master of the Pacific Mail liner *S. Maria*, long ago was nicknamed "The King." He has never off of any objection to the title, but not until last Sunday (Feb. 10) was it realized that he takes it seriously. There is a Pacific Mail regulation based on ancient usage, which requires masters of incoming liners to fly the company's hoist flag at the fore. An exception is made when there happens to be on board the member of some royal family or a high official of some foreign government, in which case the flag of that country is hoisted at the fore by way of courtesy. When the *S. Maria* came in on Sunday a big British ensign was flying at the fore and customs officials prepared to receive a dignitary of King Edward's service. Zeeder, a Britisher, but nobody connected with the display of British bunting until it was learned that no British official high enough to rate such courtesy was among the passengers. The exception is made only in favor of an official or royalty. There was no official on board and no regular member of the royal family. But the flag was there just the same, and it developed on inquiry that it was hoisted by special order of Captain Zeeder in his own honor. Long live the King!

THE CHAMPAGNE
OF THE TWENTIETH CENTURY
MOËT AND CHANDON
"DRY IMPERIAL."

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MUSIC:

LATEST COMIC OPERA SCORES

AND

DANCE MUSIC

JUST ARRIVED.

Hongkong, 23rd November, 1906.

from the purely naval point of view, and this procedure could only be justified if there were reason to suppose the hostile Government could by such action be coerced into a misdirection of their strategy or procedure negotiations for conclusion of hostilities. As it was considered desirable, however, that the risk of British shipping should be examined under the most unfavourable conditions conceivable, the Blue Commander-in-chief was directed to carry out a plan of campaign which is generally allowed to be structurally sound, and there is no doubt that, fostered as he was by his limitations, he showed his mission with great ability, though it is open to question whether he might not have adopted a greater measure of success by the employment of his own resources only for the *guerre de course* and the concentration of his battleships for attacks upon the line of the Red Admiral's communications."

The chief umpire, in his remarks, observes that the system of sending the trade along definitely arranged routes was hardly given a fair test, as in practice the routes did not differ to any great extent from the ordinary steamer tracks. Considerations of time, and therefore of expense, naturally precluded in peace the adoption of the exact methods which would be resorted to in war time. He considers it probable that on the outbreak of war shipowners would prefer to be left with a free hand as to the action of their vessels as regards routes, times of sailing, &c., but it is absolutely necessary that a limited control should be exercised by the Admiralty over the trading trade. One of the most important considerations in connection with this subject would appear to be the question of affording all possible information to shipowners as to the safety or otherwise in war time of different routes and localities.

SHIPPING LEGISLATION.

The annual meeting of the Liverpool Shipowners' Association was held last month, Mr. Gifford Nicholson, president. There are now seventy shipowners, comprising members of the Association, compared with twenty-four last year. The total gross tonnage owned by members of the Association was now 864,653 tons, of which 3,912,251 tons were sail, and 484,702 steam. The chairman, in moving the adoption of the report and accounts, alluded to some recent important legislative enactments affecting shipping. With respect to the new Merchant Shipping Act, he said it must not be overlooked that it would impose some additional burden upon shipowners, with provisions, wages, and expenses of repatriation of seamen, but on the whole they might hope that a better class of men might be attracted to the sea service. As regarded the Workmen's Compensation Act, he could not speak with an equal degree of satisfaction. They must recognize that when it came into operation on July 1st it would entail upon shipowners very substantial responsibilities, which would fall with special weight upon the owners of sailing tonnage. There was now no way of escape. No passive resistance would relieve them from those responsibilities. It only remained for them to face the claims as they arose, and with them with the help of the protection clubs and the Shipping Federation. The report and accounts were adopted.

LATEST SEAMEN NOTICES.

The str. *Lira* arrived at Yokohama on Friday the 22nd March.

The I.G.M. str. *Ernst Walden* which left here March 1st, on her arrival at Sydney Saturday the 23rd March, 8 a.m.

The I.G.M. str. *Prinz Ludwig* left Shanghai on Saturday 23rd March, at 3 p.m. and may be expected here on or about Tuesday the 26th March at 6 a.m.

The I.G.M. str. *Prinz Regent Luise* carrying the German mails with dates from Berlin of the February 28th, left Singapore on Saturday the 23rd March, at 8 a.m. and may be expected here on or about Wednesday the 27th March, p.m.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, Daily Press only, and special business matters to the Editor.

Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: Press, Codes A.B.C., 5th Ed., London.

P.O. Box, 38. Telephone No. 12.

NEW ADVERTISEMENTS SITUATION WANTED.

EURASIAN (young) with knowledge of shorthand, typewriting, and bookkeeping at present employed desires position about May. Well recommended, and no objection to outposts.

"N. S. D." Care of "Daily Press" Office. Hongkong, 25th March, 1907. 649

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND POCHOW.

THE Company's Steamship

"HAICHING," Captain A. E. Hodgins, will be despatched for the above Ports, on THURSDAY, the 28th inst., at 4 P.M.

For Freight or Passage, apply to DOUGLAS, LAURIE & CO., General Managers. Hongkong, 25th March, 1907. 541

INTIMATIONS

STOCKBROKERS' ASSOCIATION OF HONGKONG.

NOTICE.

THE SETTLEMENTS this Month will take place on THURSDAY, the 28th inst.

By Order of the Committee, E. S. JOSEPH, Hon. Secretary. Hongkong, 21st March, 1907. 613

NOTICE.

NOTICE IS HEREBY GIVEN that from and after this date all COIN TRACES FOR PURCHASES OF YARN by the undersigned Firm must be dropped with the chop for clearing goods of the undersigned Firm, signed by either TAM FAI TONG (愛輝譚) or TAM PAK YU (兩伯譚) Managers of this Firm, otherwise we will not be responsible for the same.

MIN YUEN, of No. 87, Jervois Street Hongkong. Hongkong, 14th March, 1907. 620

HONGKONG CLUB.

NOTICE.

THE FIFTEENTH DRAWING OF SIXTY FIVE DEBENTURES OF THE HONGKONG CLUB (\$300 each) was held in the Hongkong Club House on Wednesday, the 21st inst., when the following Debentures were drawn for Redemption:—

31	363	842	1317	1656
61	444	856	1375	1659
70	448	1035	1391	1701
77	450	1064	1395	1724
89	492	1068	1402	1725
170	498	1067	1414	1785
183	515	1104	1416	1817
189	520	1108	1426	1837
193	670	1155	1501	1859
227	758	1179	1572	1873
270	796	1207	1599	1898
304	823	1241	1605	1904
318	841	1297	1632	1917

and will be Payable at the Hongkong and Shanghai Banking Corporation on SATURDAY, the 30th day of March, 1907, in exchange for surrender of same.

By Order.

G. H. GRACE, Secretary.

Hongkong, 21st March, 1907. 617

WANTED.

WANTED.

AN OFFICE ASSISTANT. Must be quick at figures. Working hands only need Apply—

WEISSMANN LD., Hongkong, 22nd March, 1907. 624

WANTED.

LADY TYPIST, able to write shorthand. Reply stating speed, previous experience, salary required.

"B." P.O. Box 38. Hongkong, 27th February, 1907. 464

NOTICES OF FIRMS

NOTICE.

MR. HERBERT RICHARD RUDD HANCOCK is this Day authorised to SIGN the name of our Firm.

SHEWAN, TOMES & CO., Hongkong, 15th February, 1907. 400

* HOWARD & CO.

NOTICE.

THE PARTNERSHIP hitherto existing between the undersigned HERBERT STEPHENS, PAUL TREGILLUS and LOUIS VINCENT as Merchants and Foreign Representatives at 50, Queen's Road Central, Victoria Hongkong under the style of "HOWARD & CO." has been This Day Dissolved by mutual consent so far as the undersigned LOUIS VINCENT is concerned and all interest and responsibility of the said LOUIS VINCENT in the said business ceases as from and including the 18th March instant.

The business will in future be carried on by the undersigned HERBERT STEPHENS and PAUL TREGILLUS.

All Debts will be paid and all Accounts collected by the said HERBERT STEPHENS and PAUL TREGILLUS.

Dated this 18th day of March, 1907.

HERBERT STEPHENS, PAUL TREGILLUS, L. VINCENT.

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PUBLIC COMPANIES

THE HONGKONG LAND INVESTMENT AND AGENCY CO. LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED will be held at the Company's Office, Victoria Buildings, in the Colony of Hongkong THIS DAY (MONDAY), the 25th day of March, 1907, at 11 o'clock in the Forenoon, when the Subjoined Resolutions will be proposed:—

1. That the following alterations be made in the Articles of Association viz:—

(a) That line one and line two of Article No. 53 be eliminated except the last five words at the end of line two and that the words "The Managing Director in the East of Messrs. Jardine, Matheson & Co., Ltd., or in his absence the person for the time being in charge of the business of Messrs. Jardine, Matheson & Co., Ltd., in Hongkong" be inserted instead and that the words "Senior Representative" in line 6 and 8 of Article No. 53 be eliminated and the words "Managing Director in the East of Messrs. Jardine, Matheson & Co., Ltd., or in his absence the person for the time being in charge of the business of Messrs. Jardine, Matheson & Co., Ltd., in Hongkong" be inserted instead.

(b) That the words "person for the time being in charge of the business of" be inserted between the word "Managing" and the words "or Agent" in the 3rd line of Article No. 59.

(c) That the following new Article to be numbered No. 68A be inserted between Articles 68 and 69:—

"68A. The Managing Director in the East of Messrs. Jardine, Matheson & Co., Ltd., or in his absence the person for the time being in charge of the business of Messrs. Jardine, Matheson & Co., Ltd., in Hongkong shall be and is hereby appointed a Managing Director of the Company and shall hold Office until the Company in pursuance of Clause 1 of the Memorandum of Association and of these Articles appoints some other person to act as Managing Director in his stead."

(d) That line 1 and line 2 of Article No. 69 be eliminated except the last 6 words at the end of line 2 and the words "The Managing Director in the East of Messrs. Jardine, Matheson & Co., Ltd., or in his absence the person for the time being in charge of the business of Messrs. Jardine, Matheson & Co., Ltd., in Hongkong" be inserted instead.

(e) That the words "or Agent" in the 3rd line of Article No. 69 be eliminated and the words "Managing Director in the East of Messrs. Jardine, Matheson & Co., Ltd., or in his absence the person for the time being in charge of the business of Messrs. Jardine, Matheson & Co., Ltd., in Hongkong" be inserted instead.

(f) That the words "or Agent" in the 3rd line of Article No. 69 be eliminated and the words "Managing Director in the East of Messrs. Jardine, Matheson & Co., Ltd., or in his absence the person for the time being in charge of the business of Messrs. Jardine, Matheson & Co., Ltd., in Hongkong" be inserted instead.

(g) That the words "or Agent" in the 3rd line of Article No. 69 be eliminated and the words "Managing Director in the East of Messrs. Jardine, Matheson & Co., Ltd., or in his absence the person for the time being in charge of the business of Messrs. Jardine, Matheson & Co., Ltd., in Hongkong" be inserted instead.

(h) That the words "or Agent" in the 3rd line of Article No. 69 be eliminated and the words "Managing Director in the East of Messrs. Jardine, Matheson & Co., Ltd., or in his absence the person for the time being in charge of the business of Messrs. Jardine, Matheson & Co., Ltd., in Hongkong" be inserted instead.

(i) That the words "or Agent" in the 3rd line of Article No. 69 be eliminated and the words "Managing Director in the East of Messrs. Jardine, Matheson & Co., Ltd., or in his absence the person for the time being in charge of the business of Messrs. Jardine, Matheson & Co., Ltd., in Hongkong" be inserted instead.

(j) That the words "or Agent" in the 3rd line of Article No. 69 be eliminated and the words "Managing Director in the East of Messrs. Jardine, Matheson & Co., Ltd., or in his absence the person for the time being in charge of the business of Messrs. Jardine, Matheson & Co., Ltd., in Hongkong" be inserted instead.

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(o) That the words "or Agent" in the 3rd line of Article No. 69 be eliminated and the words "Managing Director in the East of Messrs. Jardine, Matheson & Co., Ltd., or in his absence the person for the time being in charge of the business of Messrs. Jardine, Matheson & Co., Ltd., in Hongkong" be inserted instead.

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PUBLIC COMPANIES

THE HONGKONG LAND RECLAMATION COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG LAND RECLAMATION COMPANY, LIMITED will be held at the Company's Office, Victoria Buildings, in the Colony of Hongkong THIS DAY (MONDAY), the 25th day of March, 1907, at 11 o'clock in the Forenoon, when the Subjoined Resolutions will be proposed:—

1. That the following alterations be made in the Articles of Association viz:—

(a) That line one and line two of Article No. 53 be eliminated except the last five words at the end of line two and that the words "The Managing Director in the East of Messrs. Jardine, Matheson & Co., Ltd., or in his absence the person for the time being in charge of the business of Messrs. Jardine, Matheson & Co., Ltd., in Hongkong" be inserted instead and that the words "Senior Representative" in line 6 and 8 of Article No. 53 be eliminated and the words "Managing Director in the East of Messrs. Jardine, Matheson & Co., Ltd., or in his absence the person for the time being in charge of the business of Messrs. Jardine, Matheson & Co., Ltd., in Hongkong" be inserted instead.

(b) That the words "person for the time being in charge of the business of" be inserted between the word "Managing" and the words "or Agent" in the 3rd line of Article No. 59.

(c) That the following new Article to be numbered No. 68A be inserted between Articles 68 and 69:—

"68A. The Managing Director in the East of Messrs. Jardine, Matheson & Co., Ltd., or in his absence the person for the time being in charge of the business of Messrs. Jardine, Matheson & Co., Ltd., in Hongkong shall be and is hereby appointed a Managing Director of the Company and shall hold Office until the Company in pursuance of Clause 1 of the Memorandum of Association and of these Articles appoints some other person to act as Managing Director in his stead."

(d) That line 1 and line 2 of Article No. 69 be eliminated except the last 6 words at the end of line 2 and the words "The Managing Director in the East of Messrs. Jardine, Matheson & Co., Ltd., or in his absence the person for the time being in charge of the business of Messrs. Jardine, Matheson & Co., Ltd., in Hongkong" be inserted instead.

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INTIMATION.

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RACHELS, PLEYEL, KEMMLER AND ROSENKRANZ.

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SOLE AGENTS:
S. MOUTRIE & CO. LTD.
York Building, Chater Road.
Hongkong, 30th July, 1906. 39

TO LET

IMMEDIATELY, the Capacious Premises on the ground floor of No. 2, PEDDER STREET, at present occupied by Messrs. Harris Keeney & Co., Ltd.
Apply to—**GILMAN & CO.**
Hongkong, 23rd January, 1907. 290

2ND FLOOR of No. 6, ICE HOUSE STREET; Centrally situated and within easy reach of the principal Banks and business houses. Apply on the premises to—**TATA & CO.**
Hongkong, 24th December, 1906. 105

IN ALEXANDRA BUILDINGS Small Office on Second Floor.
Apply to—**SECRETARY.**
A. S. Watson & Co., Ltd.
Hongkong, 4th January, 1907. 159

OFFICE TO LET.
ONE ROOM in Prince's Buildings from 1st February. Rent \$50 per month.
Apply to—**REUTER, BROCKELMANN & Co.**
Prince's Buildings.
Hongkong, 23rd January, 1907. 239

TO LET.
"GREENWOOD" CANTON ROAD, suitable for a boarding house or Club. Containing 24 Rooms. This property would be divided into two or more houses to suit tenants. No. 73, WYNDHAM STREET.
BUNGALOW (furnished) at New Territory, Kowloon. 4 Rooms. Low Rental.
BLAUNSPFIELD ARCADE, Fine Shops and Dwelling Rooms.
No. 15, QUEEN'S ROAD CENTRAL, Top Floor, over Caldwell MacGregor & Co. BELLIOS TERRACE HOUSES, ROBINSON ROAD.
TO LET OR FOR SALE.
NEW HOUSE on Mount Kellett, Five Rooms, on Rural Building Lot No. 117.
Apply to—**LINSTEAD & DAVIS.**
3rd Floor, Alexandra Buildings.
Hongkong, 22nd March, 1907. 1102

TO LET.
NO. 6, LYEEMOON VILLAS, Kowloon. Possession from 1st March next. Five Rooms and Tennis Court. Rent \$125 per month including taxes.
Apply to—**"LYEEMOON"**
Care of "Daily Press" Office.
Hongkong, 21st January, 1907. 241

TO LET.
NO. 21, CONNAUGHT ROAD CENTRAL, suitable for Offices and Godown. Apply on the Premises.
Hongkong, 20th March, 1907. 610

TO LET—FURNISHED.
"LWKNOR," No. 116, PEAK. April to end September.
Apply to—**M. W. SLADE.**
Prince's Buildings.
Hongkong, 23rd January, 1907. 300

TO LET.
"DUNHEVED," 38, Robinson Road, or FOR SALE.
Nos. 27 and 31, SEYMOUR ROAD.
4 New Houses in KENNEDY ROAD, near Wan Chai.
Nos. 4 and 6, HIGH STREET.
No. 90 and 91 GODOWN PRATA EAST.
Apply to—**SAM WANG CO. LTD.**
81, Queen's Road Central.
Hongkong, 13th November, 1906. 103

TO LET.
2 FOUR-ROOMED HOUSES at Praya East, near East Point.
Apply to—**JARDINE, MATHESON & Co.**
Hongkong, 3rd January, 1907. 137

TO LET.
A HOUSE in KNOTSFORD TERRACE KOWLOON.
Apply to—**THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.**
Hongkong, 1st March, 1907. 192

TO LET

OFFICES in King's Building and York Building.
A HOUSE in Wong Nai Chung Road, GODOWNS in PRATA EAST.
A HOUSE in CLIFTON GARDENS; Conduit Road.
PLATS in MORETON TERRACE.
Apply to—**THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.**
Hongkong, 1st March, 1907. 191

TO LET

NO. 3 and 5, ORMSBY TERRACE, Grayville Road, Kowloon. Moderate Rentals.
Apply to—**SPANISH PROCURATION.**
Hongkong, 4th March, 1907. 504

TO LET

NO. 24, WYNDHAM STREET.
Apply to—**E. A. & C. F. DE CARVALHO.**
14, Arbuthnot Road.
Hongkong, 28th February, 1907. 471

TO LET

IN HOTEL MANSIONS, 2 ROOMS on First Floor, suitable for Office.
Apply to—**HENRY HUMPHREYS.**
Alexandra Buildings.
Hongkong, 7th March, 1907. 531

TO LET

NO. 1, WEST END TERRACE, Sheanwan Canton.
Apply to—**HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.**
Hongkong, 1st March, 1907. 193

TO LET

"SUMMER HOUSE" Mount Kellett, the PEAK, Partially Furnished. Possession from 1st April, 1907. Low Rent.
Apply to—**PERCY SMITH & SETH.**
5, Queen's Road Central.
Hongkong, 8th March, 1907. 539

TO LET ON LEASE

NOS. 6, 8, 10, 12 and 14, HOLLYWOOD ROAD.
Nos. 1, 2, 3, 4 and 5 SUN WAI LANE.
Apply to—**ARRATON V. APCAR & Co.**
45, Wyndham Street.
Hongkong, 24th October, 1906. 101

TO LET

IMMEDIATE POSSESSION.
WELLBURN, No. 81 the PEAK.
Apply to—**JAVA-CHINA-JAPAN LUN.**
York Buildings.
Hongkong, 22nd January, 1907. 254

TO LET

RAVENSHILL WEST No. 3, PARK ROAD.
Apply to—**DEACON, LOOKER & DEACON.**
Hongkong, 5th December, 1906. 104

TO LET

NO. 28, LEIGHTON HILL ROAD.
Immediate Possession.
Apply to—**THE COMPADORE.**
Nippon Yusen Kaisha.
Hongkong, 4th February, 1907. 338

TO LET

NO. 2, HOLLYWOOD ROAD.
Apply to—**ARRATON V. APCAR & Co.**
45, Wyndham Street.
Hongkong, 2nd March, 1907. 491

TO LET

2ND FLOOR No. 12, QUEEN'S ROAD CENTRAL.
GREENORFOT, GARDEN ROAD, Kowloon, Redecorated, Electric Light, Tennis Court.
FAIRVIEW, ROBINSON ROAD, Kowloon.
Apply to—**LEIGH & ORANGE.**
1, Des Voeux Road.
Hongkong, 19th February, 1907. 94

TO LET

NO. 2, MACDONNELL ROAD.
Apply to—**COMPADORE'S DEPARTMENT.**
Nippon Yusen Kaisha.
Hongkong, 3rd June, 1905. 197

TO LET

NO. 8 GRANVILLE AVENUE, Kowloon.
Apply to—**HUMPHREYS ESTATE & FINANCE CO., LTD.**
Hongkong, 21st March, 1907. 117

TO LET

2 Semi-attached HOUSES, Nos. 13B and 13C, MACDONNELL ROAD, Each with 7 Rooms, Bath-Rooms, Kitchen, Servants' Quarters and Grass Tennis Court.
Apply to—**CHUNG CHINAM.**
Yan On Marine & Fire Insurance Co., Ltd.
Hongkong, 1st March, 1907. 482

SCIENTIFIC MISCELLANY.

DARK PHOTOGRAPHY FOR FANCY WORK—A METEORITE SCAR—A GREAT VAULT—AN AMERICAN FAILING—PAUPERED IRON—ALCOHOL IN BREAD—EFFECTS OF CHANGING DIRECTION—A NOVEL MESSENGER SERVICE—A FIREMAN'S TRILL.

A new application of science to home industry is suggested by Dr. W. J. Russell. Nine years ago this investigator discovered that many kinds of wood produce an invisible image on dry plates in the dark, and he has since shown that like action is exerted by flowers, leaves, seeds, roots and bulbs—in fact by practically all vegetable substances except starch, cellulose, gum, sugar, pith and pollen. The specimens are first pressed between blotting paper then laid on the sensitive plate or paper for a few hours or a day. Pictures on sensitized satin are adapted for a variety of fancy articles, and it is predicted that the making and use of such work will become very popular among the ladies. The best results can be had by placing the specimen and sensitive material between thick felt under a pile of books over night, or until ready to develop. Dry specimens should be slightly moistened, and action can be greatly increased by first exposing the specimens to sunshine for a few minutes.

A crater without volcanic rocks is among the geological wonders of Arizona. Ten years ago Dr. W. Gilbert supposed there had been at Coon Butte a kind of subterranean volcano, or explosion of steam, but the thousands of masses of meteoric iron in the vicinity have since suggested that the crater cone is the scar left by the fall of an immense meteorite. Excavations are confirming this view. Meteoric fragments are unearthed at depths of 300 to 500 feet, and a total of ten or eleven tons of the iron has been collected.

The largest room without columns is said to be in a solid concrete building of the mosque at Lucknow, India. It is 162 feet long, 54 wide, and 33 high. The timber mold was left a year for the concrete to set, and the building, 122 years old, is still unimpaired.

The New York accident-prevention exposition of 1907, will be the first in America. An exhibition of this kind was held in Germany in 1889, one in Amsterdam in 1893, and several others have followed in Europe and Canada. A number of permanent museums have been developed. One was established at Vienna in 1890; one at Amsterdam in 1893; one at Munich in 1897; one at Berlin in 1901; and even Russia has lately opened one at Moscow. To show the value of the instruction in saving life and limb is cited the fact that America has from two to nine times as many accidents among the same number of men in a given trade as does Europe.

The protection of iron and steel structures against corrosion by moisture and atmospheric gases is still one of the serious problems of the engineer. In recent experiments by L. F. Barker various paints proved ineffective and he hit upon the plan of trying paraffin wax. The iron being then thoroughly cleaned and covered with a sticky paint, the paper was slowly pressed to the adherent surface, with the edges somewhat overlapped. Thus protected, iron and steel—even the sticky layer of paint—have remained in perfect condition after an exposure to smoke for 27 months. Papered steel was also exposed to moist air and sewer gases, and was not attacked in any way.

A four-undergoes-fermentation-in-the-process of leavening, it has been supposed that a little alcohol might be retained in the loaf in spite of the oven's heat. This proves to be the case, one German chemist having found from 0.2 to 0.4 of absolute alcohol in freshly baked English bread, while another obtained a much smaller amount—0.08 per cent—from German wheat bread. Besides the alcohol, was found a little dark brown oil, which had the odor characteristic of new bread.

The meat consumption in the British Isles increased from three pounds per person in 1850 to fifty pounds in 1900. Dr. D. C. Chalmers, of Edinburgh, points out that this remarkable change in diet having effect in the evolution of disease, but notes a singular fact that there has been a material decrease in gout, although disease often regarded as a of gouty origin have increased. He has studied the effects on young rats of excessive eating of meat. He has found a delayed and imperfect development of the bones, and a weakened condition whose counterpart he has observed in a young infant. When the child was born the mother was being cured of pulmonary tuberculosis by a raw meat diet, which had been continued eighteen months. At the age of a year the child showed delayed dentition, became anemic, was thought to have tuberculosis, and was fed with raw meat juices for six weeks. It grew worse and died, its symptoms perplexing the attending physician. A piece of its bone verified Dr. Chalmers' suspicion that its troubles were that of the meat-fed rats—exhaustion of the functions of the bone marrow, thyroid gland, etc.—and showed that treatment should have been a diet correcting the excessive use of meat by the mother.

Carrier pigeons are put to novel use in a thinly settled district in the north of Scotland. On long rounds a doctor takes several pigeons

How to be beautiful—Keep your complexion, Mrs. Ellen's Gracie Charmant, Lait Charmant and Special Skin Tonic and Powder Charmant will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

with him, and when a prescription is to be filled at once he sends a message to his surgery, where an attendant prepares and forwards the medicine. If a patient is liable to need an extra cup, a pigeon is left to read for the doctor.

The fireman's "heat veil" lately tested at Cologne is made from cane fiber. It is soaked in water before attaching to the ordinary brass helmet, and the moisture is long retained, giving great protection against the heat of a fire.

SHARE REPORT.

Messrs. Erich Georg & Co. say in their weekly share report dated March 23rd, 1907:—Very little has been done during the week under review, and there are but few changes to report. The sterling demand rate of exchange on London closes at 2s. 17 1/2d., while rates on Shanghai three days' sight Private Bill, the rate from Shanghai on Hongkong for a three days' sight draft being 7s. 7 1/2d. Barter in London is quoted 302 1/2, and Consols 93 5/16.

BANK SHARES—A few small lots of Hongkong and Shanghai sold at \$800, at which rate there are further sellers; the London rate is £102. Nationals are steady at 85 1/2.

MARINE INSURANCE SHARES—Unions have advanced to buyers at \$84 1/2; China Traders sold at \$700. The Union Insurance Society has issued a circular informing holders of cash (pink) China Traders certificates that the Society is willing to cash same on or after the 30th April, 1907, for \$200, if holders are willing to accept these terms, and the money will be paid over in exchange for the certificates, also \$97 for each line certificate of China Traders issued by the Society in exchange for scrip surrendered. North China are on offer at 1/2s. 10d. and Yangtze at 1/2s. 10d. placed at \$124 1/2, while Canton and other further sellers, at \$290.

FIRE INSURANCE SHARES—Nothing has been done and rates are unchanged. SHIPPING SHARES—A few lots of Canton and Macao Steamship Shares have been sold at \$294 and \$291, closing with buyers at \$295. Indo-China sold and have sellers at \$99; the Shanghai quotation is 74 1/2d. buyers, and London quotes 23 1/2d. China and Manila remain on offer at \$15 and \$16, and at \$15. Star Lines are unchanged. South Transports sold at \$28, and have further sellers at \$28 1/2, while London quotes sellers at \$28. Hongkong Steam Waterboats have risen rapidly, and are wanted at \$95.

REFINERIES—China Sugars have been done at \$118 and \$119, closing with buyers at \$120; Lianos have sellers at \$21.

MINING SHARES—Chuanbongos have small enquiries at \$150. Raub sold at \$81 to \$3, and at \$81 and \$82. Chinese Engineering and Mining Company Shares changed hands and are wanted at 1/2s. 13d.

DOCKS, WHARVES, GODOWNS, &c.—Hongkong and Whampoa Dock Company Shares were in steady request and sold at \$130, but at the close sellers predominated. Panwicks are quoted 21 1/2d. sellers, or the dividend of \$12 per share paid on 18th instant. New Anson Dock Shares are quiet at \$12 1/2, Shanghai Docks have weakened gradually, and at time of writing we hear that the rate in Shanghai has dropped to 1/2s. 9d. Hongkong and Kowloon Wharf and Godown Company's shares have sellers at \$90 or the final dividend of \$2 per share paid on 20th instant. Shanghai and Hongkong Wharves sold at 1/2s. 23 1/2d. old ex new, and at 1/2s. 22 1/2d. for new issue, but the North is quoting today 1/2s. 23s. and 1/2s. 21s. respectively.

LANDS, HOTELS AND BUILDINGS—Hongkong Land Investment and Agency Company's shares changed hands and are wanted at \$107. Humphreys Estate and Finance Company's shares sold at \$11.30 to \$11, and have further enquiries at the latter rate. Other stocks under this heading are unchanged.

COTTON MILLS—Fives sold locally at 1/2s. 73d. but Shanghai quotes 1/2s. 73d; other stocks under this heading are unchanged.

SUNDAY MANUFACTURING COMPANIES—Philippines are quoted \$1; Green Island Cement Shares have been done at rates ranging between \$104 and 105, and have sellers at \$104 1/2; Icos are wanted at \$240. Other stocks under this heading are unchanged.

MISCELLANEOUS—China Providents have been done at \$9 and have sellers. Hongkong High Level Tramways are in demand at \$220. Langkats have been done locally at 1/2s. 263 1/2d. but last night Shanghai quoted lowest 1/2s. 270, the closing rate being 1/2s. 267 1/2d. Leander's have advanced to \$3. Waskins can be placed at \$3 1/2; A. S. Watson's sold in a small way at \$12, and more shares are wanted. Other stocks under this heading are unchanged.

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BENGER'S Food
The British Medical Journal says: "Benger's Food has by its excellence established a reputation of its own."
A delicious, highly nutritive, and most easily digested Food, specially prepared for Infants and for Adults whose digestive powers have been weakened by illness or advancing years. The experience of thousands has proved that this Food can be enjoyed and assimilated when others disagree.
A Lady writes:—"Humanly speaking, Benger's Food, entirely saved my life. I had tried four well-known foods, but he could digest nothing, until we began to use Benger's. He is now strong and fatening rapidly."
Benger's Food in tins of chemists, etc., everywhere.

Cunliffe, The Pioneer Experts.
Russell & Co.
10 & 12, Place de la Bourse.
SECURITIES ISSUED BY PARIS
European Govts and Municipalities offering prospects of immense returns.
To be purchased for cash or on the "Times" system of monthly payments.
CUNLIFFE, RUSSELL & CO. being the oldest-established firm of dealers in Premium Bonds in the world, offer advantages absolutely unobtainable elsewhere. Bonds guaranteed. Exceptional facilities for payment. Numbers checked after every drawing. Results of Drawings in English. 1000s of drawn Bonds available at once. Prices collected free of charge. Bonds purchased "at sight." Loans granted on Premium Bonds. Services continue until last Bond drawn. All Bonds drawn confidentially.

DINNEFORD'S
The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Fermentations, Bilious Affections.
DINNEFORD'S MAGNESIA
MAGNESIA
True Economy.
It is true Economy to use Van Houten's Cocoa.
No other cocoa goes so far, No other cocoa is so delicious.
"A perfect beverage, combining Strength, Purity, and Solubility."—Medical Annual.
"Refreshes and fortifies the system."—Court Journal.
van Houten's Cocoa
Best & Goes Farthest.

A LIGHT NOURISHMENT FOR GENERAL USE.
The Allenburgs' DIET
This DIET is recommended in place of ordinary milk foods, gruel, etc. Whilst acceptable to all as a light nourishment it is particularly adapted to the needs of Dyspeptics, Invalids, and the Aged.
The "Allenburgs' DIET is readily digested by those who cannot take cow's milk, and is particularly serviceable in convalescence.
The "Allenburgs' DIET is made in a minute by the addition of boiling water only.
The "Allenburgs' DIET is for Adults and is quite distinct from the "Allenburgs' Foods for Infants."
ALLEN & HANBURYS Ltd., 37, Lombard Street, LONDON.

Abbey's Effervescent Salt

Have you found out about Abbey's Salt yet? You know for a fact that there is nothing so bad for your health as a disordered stomach or a sluggish liver.

It is also a fact that there is nothing so good for a disordered stomach or a sluggish liver as Abbey's Salt.

Now you know—don't forget to use it.

Sold in two sizes by all Chemists and Stores, and by Watkins, Ltd., and A. S. Watson, Ltd., Hong Kong.
The Abbey Fruit Salt Co., Ltd., 144, Queen Victoria Street, London, E.C.

CLEANSE YOUR BLOOD
WITH GRIMAUD & CO'S **SARSAPARILLA**
The original sarsaparilla recommended for the last 40 years for syphilitic diseases, eruptions, boils, and all disorders of the skin.
GRIMAUD & CO'S Sarsaparilla, Paris.

ON SALE.
BOUND VOLUMES of the HONGKONG WEEKLY PRESS, July to December 1906. With Index. Price \$7.50. On sale at the HONGKONG DAILY PRESS Office.
London, 27th February 1907

SHIPPING.

ARRIVALS.

MI MARU, Japanese str., 3,995, M. Yagi, 24th March—Shanghai 21st March, General—Nippon Yusen Kaisha.

CARL DIEDERICHSEN, German str., 774, H. Polakier, 24th March—Haiphong and Hanoi 23rd March, General—Jensen & Co.

CHUNANG, British str., 1,459, W. B. Brown, 24th March—Australia via Ports 23rd March, General—Butterfield & Swire.

CHUNANG, British str., 22nd March, from Canton.

GLENFALLOCH, British str., 1,473, I. Mason, 23rd March—Penang via Singapore 17th March, General—Butterfield & Swire.

KASHIMA MARU, Japanese str., 1,748, M. Ueda, 22nd March—Mojji 15th March, Coal—Fukusei & Co.

ONSHANG, British str., 1,787, F. Wheeler, 24th March—Calcutta 7th March, Coal—Jardine, Matheson & Co.

THU-YEN, French str., 1,246, Benousson, 23rd March—Saigon 19th March, Rice—Bradley & Co.

RAJAH, German str., 1,275, A. Denker, 23rd March—Bangkok 15th March, Rice and Wood—Butterfield & Swire.

SANSEN, German str., 1,000, F. Schenley, 23rd March—Bangkok 16th March, General—Butterfield & Swire.

SEITA, German str., 992, Krapf, 23rd March—Java 12th March, Sugar and General—Chinese.

TAIHAN, British str., 1,174, J. T. Loring, 24th March—Saigon 19th March, Rice—Bradley & Co.

TAKI MARU, Japanese str., 3,433, T. Matsushima, 24th March—Mojji 17th March, Coal and General—Arakawa, Korberg & Co.

TELEMACIUS, British str., 4,801, J. H. Goodwin, 24th March—Singapore 19th March, General.

KWANG LEE, Chinese str., 1,468, R. Lincoln, 24th March—Shanghai 21st March, General—C. M. S. Co.

DEPARTURES.

ALCIDA, American str., for Amoy.

AMERICA MARU, Japanese str., for Shanghai.

BENVENUE, British str., for Nagasaki.

CLARA JENSEN, German str., for Saigon.

DELTA, British str., for Shanghai.

DELTA, British str., for Shanghai.

HILARY, German str., for Singapore.

KALONG, British str., for Cebu.

KWANG LEE, Chinese str., for Canton.

MACEDONIA, British str., for Europe.

QANFA, British str., for Nagasaki.

PHOTO, Norwegian str., for Saigon.

PROTEUS, Norwegian str., for Swatow.

SUMATRA, British str., for Yokohama.

WONGKOL, German str., for Swatow.

TAMBA MARU, Japanese str., for Kobe.

YOKOHAMA, British str., for Swatow.

YUNSAI, British str., for Manila.

SHIPPING REPORTS.

The British str. Onang reports: Moderate to light N. E. winds, moderate sea to light S. E. winds, smooth sea with dense fog from range of Gap Rock.

The British str. Taitia reports: Light to gentle S. E. winds and fine weather until arrival then moderate N. E. winds and thick weather.

The German str. Neta reports: From Java Light N. W. wind moderate; 13 deg. N. moderate W. E. with heavy wind, 13 deg. to port light N. E. winds moderate.

The German str. Sausen reports: Easterly winds, fine weather, moderate sea.

The British str. Chingpi reports: Experienced splendid weather up to the Coast, when thick fog was encountered causing great delay.

The Chinese str. Kwang Lee reports: Light variable air and frequent fog, sea smooth throughout passage.

VESSELS IN DOCK.

ABERDEEN DOCK—Norwegian, Progress.

KOWLOON DOCKS—Sorensen, Z. Y. de Aldecoa, Kwongchow, Emerald, Saphir, Prinz Sigismund, Woonkoi, Taitia, Hongkong, S.M.S. Tainan, Taitia, Suez, Nansang, Taining.

COSMOPOLITAN DOCK—Peng Fei, H.M.S. Hardy, H.M.S. Hart.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA

THE Company's Steamship.

"POLYNESIESE."

Captain Brown will be despatched for the above Ports on or about the 24th March.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 19th March, 1907.

CHINA COMMERCIAL S.S. COMPANY

THE Steamship

"MARIE" will be despatched for SALINA CRUZ, MEXICO, VIA MOJJI JAPAN, on TO-DAY, the 25th March, 1907.

For Freight or Passage, apply to CHINA COMMERCIAL S.S. Co., Hotel Mission.

Hongkong, 6th March, 1907.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong, CALLAO and IQUIQUE via JAPAN PORTS.

will be sent to Valparaiso if sufficient inducement.

Steamers Tons To Sail.

"GLENFARG" 4,000 March 26th, Noon.

"KASATOMARU" 6,100 April 25th, Noon.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.

The above Steamers have splendid Accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.

K. MATSUDA, Manager, York Building.

Hongkong, 8th February, 1907.

REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

1907 About

For Freight and further information, apply to DODWELL & CO., LD., Agents.

Hongkong, 16th March, 1907.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "f.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via USUAL PORTS OF CALL	MAITA	Brit. str.	—	R. A. Peters	P. & O. S. N. Co.	On 6th April.
LONDON & ANTWERP	BRECONSHIRE	Brit. str.	—	Shevan, Tomes & Co.	On 10th April.	
MARSEILLES, LONDON & ANTWERP	MANILA	Brit. str.	—	P. E. Andrews	P. & O. S. N. Co.	About 26th inst. at 4 p.m.
MARSEILLES, &c. via Ports of Call	BENNET SIMONS	Frederic	—	Girard	Messageries MARITIMES	On 2nd April, at 1 p.m.
MARSEILLES, ANTWERP & HAMBURG	SUEVIA	Ger. str.	k. w.	—	HAMBURG-AMERIKA LINIE	On 15th April.
MARSEILLES, HAVRE, COPENHAGEN, &c.	SIBIRIEN	Ger. str.	—	—	MELCHERS & Co.	About 15th April.
BREMEN, via Ports of Call	PRINZ LUDWIG	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 27th inst. at Noon.
HAVRE, BREMEN & HAMBURG via STRAITS, &c.	BRASILIA	Ger. str.	k. w.	—	HAMBURG-AMERIKA LINIE	To-morrow.
HAVRE, BREMEN & HAMBURG via STRAITS, &c.	BELOARVIA	Ger. str.	k. w.	—	HAMBURG-AMERIKA LINIE	On 19th April.
HAVRE & HAMBURG via STRAITS, &c.	VENETIA	Ger. str.	k. w.	—	HAMBURG-AMERIKA LINIE	On 17th May.
TRIESTE, &c. via SINGAPORE, &c.	VENETIA	Ger. str.	k. w.	—	HAMBURG-AMERIKA LINIE	About 31st inst.
NAPLES, LISBON, PLYMOUTH, HAVRE & HAMBURG	VENETIA	Ger. str.	k. w.	—	HAMBURG-AMERIKA LINIE	On 5th April.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	VENETIA	Ger. str.	k. w.	—	HAMBURG-AMERIKA LINIE	On 3rd May.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	VENETIA	Ger. str.	k. w.	—	HAMBURG-AMERIKA LINIE	On 28th May.
NEW YORK via PORTS & SUEZ CANAL	ALBENGA	Am. str.	—	—	Shevan, Tomes & Co.	About 12th April.
SAN FRANCISCO	APPALACHEE	Brit. str.	—	—	Shevan, Tomes & Co.	About 29th April.
VANCOUVER via SHANGHAI JAPAN, &c.	TANTAR	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 27th inst. at Noon.
VANCOUVER via SHANGHAI JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	—	DOEWEL & CO., LTD.	On 11th April.
VICTORIA (P.C.) & TACOMA via JAPAN, &c.	LYRA	Am. str.	—	H. C. Armstrong	TOYO KISEN KAISHA	On 13th April.
CALLAO, IQUIQUE, via JAPAN PORTS, &c.	GLENFARG	Brit. str.	—	Holman	CHINA COMMERCIAL S.S. Co.	To-morrow, at Noon.
SALINA CRUZ, MEXICO, via MOJJI, JAPAN	MARIE	Brit. str.	—	—	ENG HOE FONG & Co.	To-day.
SHANGHAI, PLYMOUTH, HAVRE & HAMBURG	WOOLWICH	Brit. str.	—	A. Sticker	MELCHERS & Co.	On 23rd inst. at Noon.
AUSTRALIAN PORTS via MANILA	PRINZ SIGISMUND	Ger. str.	—	D. Ienz	BUTTERFIELD & SWIRE	On 23rd inst. at Noon.
AUSTRALIAN PORTS via MANILA	CHANGSHA	Brit. str.	1 m.	T. Moore	GHEE, LIVINGSTON & Co.	On 16th April, at 4 p.m.
AUSTRALIAN PORTS via TIMOR	EMPIRE	Brit. str.	—	Helms	Messageries MARITIMES	On 27th inst. at Noon.
YOKOHAMA & KOBE	MANILA	Ger. str.	—	Mimsen	JAVA-CHINA-JAPAN LINE	On 8th April.
JAPAN	TAIJIHARI	Dut. str.	—	de Brouwers	MELCHERS & Co.	Quick despatch.
CHINGWANGTAO, YOKOHAMA & KOBE	DOROTHY	Dan. str.	—	—	BUTTERFIELD & SWIRE	About 2nd April.
CHEFOO & NEWCHANG	KWAIYANG	Ger. str.	1 m.	Dowson	JARDINE, MATHESON & Co.	On 6th April, at 4 p.m.
TIENSIN via SWATOW	CHONGCHING	Brit. str.	—	B. J. Payne	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
WEIHAIWEI & TIENSIN	KICHOW	Brit. str.	1 m.	G. Hooker	BUTTERFIELD & SWIRE	On 25th inst. at 4 p.m.
CHUNKIANG	KWANGO	Brit. str.	1 m.	A. Stott	BUTTERFIELD & SWIRE	On 1st April, at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	POLYNERKEN	Frederic	—	Broc	Messageries MARITIMES	About 24th inst.
SHANGHAI, KOBE & YOKOHAMA	P. R. LUTTFOLD	Ger. str.	—	—	MELCHERS & Co.	About 27th inst.
SHANGHAI	YINGCHOW	Brit. str.	1 m.	Frazier	BUTTERFIELD & SWIRE	On 29th inst. at 4 p.m.
SHANGHAI	FORMOSA	Brit. str.	—	B. W. H. Snow	P. & O. S. N. Co.	On 31st inst.
SHANGHAI	ARCADIA	Dut. str.	—	A. I. Valentini	JAMBURG-AMERIKA LINIE	About 5th April.
SHANGHAI, KOBE & YOKOHAMA	RHENANIA	Ger. str.	k. w.	—	BUTTERFIELD & SWIRE	On 3rd April, at 4 p.m.
SHANGHAI	KIUKIANG	Brit. str.	1 m.	Warrell	BUTTERFIELD & SWIRE	On 8th April, at 4 p.m.
SHANGHAI	SHANGHAI	Brit. str.	—	F. W. Northcombe	HAMBURG-AMERIKA LINIE	On 15th April.
SHANGHAI, KOBE & YOKOHAMA	SHANGHAI	Ger. str.	k. w.	—	—	—
ANPING via SWATOW & AMOY	TSUKUSHU MARU	Jap. str.	—	T. Ito	OSAKA SHOSHEN KAISHA	On 3rd April, at 8 p.m.
TAMSUI via SWATOW & AMOY	MASAN MARU	Jap. str.	—	I. Sakurai	OSAKA SHOSHEN KAISHA	On 31st inst. at 9 a.m.
SWATOW, AMOY & FOCHOW	HAICHING	Jap. str.	—	A. E. Hodgins	DOUGLAS LAPAHE & Co.	On 25th inst. at 4 p.m.
MANILA	TAMING	Brit. str.	1 m.	A. W. Outbridge	BUTTERFIELD & SWIRE	On 29th inst. at 4 p.m.
MANILA	LOONGSANG	Brit. str.	—	A. G. Smith	JARDINE, MATHESON & Co.	On 30th inst. at Noon.
MANILA	ZAPIRO	Brit. str.	—	Fraser	SHEWAN, TOMES & Co.	On 6th April, at Noon.
SINGAPORE, PENANG & CALCUTTA	RUBI	Brit. str.	—	A. Almond	SHEWAN, TOMES & Co.	On 27th inst. at 3 p.m.
	NAMRANG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co.	On 27th inst. at 3 p.m.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR STEAMERS TO SAIL.

* TIENSIN VIA SWATOW "CHEONGSHING" Monday, 25th Mar., 4 p.m.

* SINGAPORE, PENANG & CALCUTTA "NAMSANG" Wed. day, 27th Mar., 3 p.m.

* MANILA "LOONGSANG" Friday, 29th Mar., 4 p.m.

* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON & CO., GENERAL MANAGERS.

Hongkong, 22nd March, 1907.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amiships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	Fraser	Manila	On 30th Mar., Noon.
RUBI	2540	R. Almond	Manila	On 6th April, Noon.

For Freight or Passage apply to SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 25th March, 1907.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. "ALBENGA" ... On or about 12th April.

S.S. "ATHOLL" ... About end of April.

For freight and further information apply to SHEWAN TOMES & CO., GENERAL AGENTS.

Hongkong, 4th March, 1907.

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOCK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
CHINGWANGTAO, YOKOHAMA & KOBE	"DOROTHY"	About 2nd April
MARSEILLES, HAVRE, COPEN. & HAGEN and ST. PETERSBURG	"SIBIRIEN"	About 15th April

For Further Particulars, apply to MELOHRS & CO., AGENTS.

Hongkong, 16th March, 1907.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA

via MOJJI, KOBE AND YOKOHAMA.

STEAMERS

Steamers	Tons	Captain	Sailing Date
LYRA	4,417	H. C. Armstrong	On 13th April
SHAWMUT	9,606	E. V. Roberts	On 1st May

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to DODWELL & CO., LIMITED, GENERAL AGENTS.

QUEEN'S BUILDINGS, Hongkong, 4th March, 1907.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

By the new steamers, "RHEANIA," "HABSBURG" and "HOENSTAUFEIN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided with ONLY LOWER BERTHS. The cabins are amiship and fitted with fans. Laundry on Board. Doctor and Stewardesses carried.

These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" and "SILESIA" carry first-class passengers. Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples and Hamburg.

OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA.

STEAMERS	DATE
RHEANIA	5th April
HOENSTAUFEIN	2nd May
SILESIA	2nd June
SCANDIA	2nd July

HOMeward.

FOR THE STRAITS COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH HAVRE, & HAMBURG

STEAMERS	DATE
HABSBURG	5th April
RHEANIA	3rd May
HOENSTAUFEIN	29th May
SILESIA	12th July
SCANDIA	9th August

* Calls at LISBON.

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.

STEAMERS	DATE
RHEANIA	5th April
SENIGAMBIA	15th April
HOENSTAUFEIN	2nd May

NEXT SAILINGS HOMeward.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS. Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.

STEAMERS	DATE
BRASILIA	26th March
HABSBURG	5th April
NAPLES	15th April
SENIGAMBIA	15th April
SUEVIA	19th April
BELOARVIA	19th April
HOENSTAUFEIN	28th May
RHEANIA	3rd May
SENIGAMBIA	17th May

VESSELS ON THE BERTH

ENG HOK FONG S.S. CO.

THE Steamship

"WOOLWICH."

Captain A. Stoker, will be despatched for SALINA CRUZ, MEXICO, VIA MOJJI, JAPAN, on the 28th March, 1907.

For Freight or Passage, apply to ENG HOK FONG & CO., 27, Des Voeux Road Central.

Hongkong, 1st March, 1907.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRAZIL, SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"VORWAERTS."

Captain A. Colledani, will be despatched as above on or about SUNDAY, the 31st inst.

This Steamship has capital accommodation for passengers, electric light and carries a doctor.

For information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.

Hongkong, 8th March, 1907.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"MALTA."

Captain R. A. Peters, carrying His Majesty's Mail, will be despatched from this for Bombay on SATURDAY, the 6th April, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MOLDAVIA," 10,000 tons, from Colombo.

Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Egypt," due in London on 18th May, 1907.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

